

WAR-CLOUDS IN KOREA.

The following important news is from a private letter received this week from a writer who is in a position to know what he is writing about:

"The political sky of Korea has never been darker. When the King left his palace for fear of his enemies, it was hoped that he might go into exile and reform in earnest. But since then he has been surrounded by a sort of cabinet, among whom the murderer of Kim Ok Kun is said to be a moving spirit. Some of the most notorious villains are among his Majesty's favorites. Old abuses are coming back with a vengeance. The Russians behave themselves wisely; Waeser, trying to avoid the blunders of Count Iwano, who failed by interfering too much, seems to interfere too little. McLeavy Brown, the adviser in the Treasury, has rendered a good service to Korea. But for him not a cent would have been left in the Treasury. He believes that Korea, with careful management, is amply able to pay her own way without going into debt. But the Royal prerogatives, once more absolute, are spending lots of money every year except the night way. Nobody has any cause to see this wretched condition last long. Of course, nobody seems to know how or when another revolution will come, but all seem rather expecting some change from somewhere and somehow."—N. C. Daily News.

THE TEA TRADE OF 1896.

The year 1896 witnessed a larger consumption of tea in the United Kingdom than any previous year, although the use has been steadily increasing for many years. The quantities imported during the last four years were: In 1893, 208,036,017 lb.; in 1894, 214,453,316 lb.; in 1895, 221,731,490 lb.; and in 1896 about 225,000,000 lb. It is a most encouraging feature that the consumption per head of population has also increased. It has been as follows during the last four years:—1893, 5.41 lb.; 1894, 5.52 lb.; 1895, 5.67 lb.; 1896, about 5.74 lb. Messrs. Gow, Wilson and Stanton, in their report issued on the 31st December last, give the following information respecting the trade of the past year. The quantity of British-grown tea consumed in 1896 was larger than ever, viz., about 101,000,000 lb., against 99,000,000 lb. in 1895; but the consumption of China tea has again fallen off, being in 1896 about 20,000,000 lb., against 20,500,000 lb. in 1895. The percentages were in 1896 were, approximately, as follows:—Of India, 54 per cent.; of Ceylon, 35 per cent.; of China, 9 per cent.; and of other kinds, 2 per cent. For years past the tea-growing industry of the Empire has been threatened with over-production, not only through the areas rapidly brought under cultivation in India, but also owing to the extensions gradually taking place in the recently developed tea industry of Ceylon. Still, so far, consumption has steadily kept pace with production, and although there will probably be an increase this year of some 18,000,000 lb. in the combined crops of India and Ceylon, there seems every reason to believe that this large increment will be absorbed without much difficulty. Taking into consideration the above figures representing home consumption, it will be seen that during the past year the use of British-grown tea in the United Kingdom has increased by about 11,000,000 lb., while it is satisfactory to note that outside Great Britain have taken some 5,000,000 lb. in excess of last year, so that prospects look on the whole fairly cheerful. Nevertheless, the importance of promoting the use of British-grown tea in foreign markets becomes every year more and more pronounced, and the wisdom which Indian and Ceylon planters have shown in raising an annual fund for this purpose has, of late, been powerfully illustrated by the substantial advances recently made in the consumption of British-grown tea outside the United Kingdom. This was as follows during the past five years:—1893, 10,000,000 lb.; 1894, 10,500,000 lb.; 1895, 11,000,000 lb.; 1896, 11,500,000 lb.; 1897, 12,000,000 lb. The course of exchange has, on the whole, been favourable for tea-planters, although in the latter months of the past year a rise took place, owing mainly to the threatened famine in India. The average exchange during 1896 was rs. 13/8d. against rs. 12/3d. in 1895. The quality of the Indian crop was an average one, although not quite up to that of last season. Assam and Doon have recently shown improved quality, and good teas are arriving from these districts. The market has also been subject to violent fluctuations, but towards the end of the year a great fall in prices occurred, except in teas of choice quality; medium teas, which comprise the bulk of the consumption, now stand at about as low a price as has ever been known. The estimate for this season's crop is 145,000,000 lb., against 150,000,000 lb. of last season; and about 128,000,000 lb. may be available for the United Kingdom, as against 128,000,000 lb. last season. The average price of all the Indian teas sold during the year was 8d., against 9d. last year, and rather over 9d. in 1894. For the season (from 1st June to 31st December), the average was 9d. against 8d. for the corresponding period of the previous season. The Ceylon crop has been an average one as regards quality; if anything, rather superior to that of 1895. Here again the market has not been subject to unusual fluctuations, but at its highest point it did not reach the figures attained during 1895, and the total average for the season is slightly lower. The crop for the year 1896 was estimated at 100,000,000 lb., against a total of 98,000,000 lb. last year, but it appears likely to turn out rather above this amount. The average price for 1896 was 8d., as against rather over 7d. in 1895 and 1894. Some of the best teas from the island of Java are now coming freely into use in England, while the lower grades continue in favour with many of the export markets; a large quantity of this tea went direct to Holland. Owing to the recent drought in the island, the output has been somewhat reduced during the last few months of the past year.—Imperial Institute Journal.

THE HOME FOR THE AGED AND INFIRM.

The Right Rev. L. M. Pinnell begs to acknowledge, with thanks, the following donations for the Home for the Aged and Infirm:—

A Friend	£40.00
A. Abraham & Co.	25.00
H. M. H. Namazee, Esq.	15.00
F. Grace	10.00
Cavanagh, Palliser & Co.	10.00
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THE UNITED STATES AND SIAM.

BANGKOK, February 22nd.

"As we have already stated, the United States cruiser *Delroit* has been ordered to Siam waters and will arrive here on Wednesday next or Thursday at the latest. The *Delroit* cannot cross the bar, but she will anchor and take in coal already ordered from a local firm. Owing to the satisfactory terms of negotiations between the Siam and United States Governments, the visit of the *Delroit* now takes a pacific complexion. She will, therefore, apparently touch at Bangkok to take over a number of time-expired men and officers from the *Maestas* and bring relief for the same vessel.

But it would, of course, be absurd to believe that a huge vessel like the *Delroit* would have been ordered to Siam simply and solely to coal and take over time-expired men while the *Maestas* was idly sweltering in the Bangkok river. The inference is obvious and needs no development for intelligent men. The visit, however, is now entirely pacific, owing to the favourable turn negotiations have taken, thanks to the grimly firm, though courteous and reasonable, attitude of Minister Barrett and the equally determined stand of the State Department at Washington.

It is hardly probable, then, that the officers of the *Delroit* will ever visit Bangkok, though of course this is at their Commander's discretion. After calling and exchanging men and officers the United States cruiser proceeds home via Suez, and will not, as was figuratively suggested, need to stay for any target practice in the Gulf of Siam.

CHINA'S REVENUE.

The following figures in round numbers comprise the gross revenue of China for the year 1896, or, more strictly speaking, for the 22nd year of the reign of Kuang Hsi, 14th February, 1896, to 1st February, 1897, inclusive, as presented in the annual report of the Board of Revenue to His Majesty the Emperor towards the close of the last Chinese year. The totals are given by the N. C. Daily News under various heads of Revenue, and these annual reports are now regularly required by the Board of Revenue in accordance with the scheme of reform and re-arrangement inaugurated not long ago by H. H. M. the Emperor Dowager.

Total revenue derived from the T. Imperial Maritime Customs	15,500,000
Total revenue derived from the land grain taxes	10,800,000
Total revenue derived from the Salt Gabelle	12,200,000
Total revenue derived from ordinary taxes on home produce	2,600,000
Total revenue derived from Licenses on tea, pawnshops, and salt monopolies	3,500,000
Total revenue derived from miscellaneous articles of consumption and use	15,300,000
T. 73,300,000	
Deduct cost of transport, leakage, and waste	550,000
Total gross revenue as reported	T. 72,750,000

EUROPE AND THE PLAGUE.

LONDON, February 9th.

The following delegates have been appointed to represent the various countries at the International Sanitary Conference which opens at Venice on February 10th:—

Austria-Hungary—Count Lützow, Minister Plenipotentiary.

France—M. Baudie, Ambassador at Bern, and Docteur Broussaud and Froust.

Germany—The Hon. M. Herbert, First Secretary of the Embassy there; Dr. Thorne, and Surg.-Gen. Clegg.

Russia—M. Jonke, Privy Councillor and Minister Plenipotentiary.

Belgium—M. Beco, Secretary General to the Ministry of Agriculture.

Holland—Dr. van der Does de Willebois, Diplomatic Agent at Cairo, and Dr. Roysch.

Italy—Count Bonin Longate, Under Secretary of State for Foreign Affairs, assisted by technical delegates.

Great Britain's attitude at the Venice Conference will be on the lines of the new policy regarding cholera, in which the Local Government Board treats everyone coming to this country as healthy until he is honestly believed to be sick. The Board is now inspecting every harbour on the south coast which could have communication with India. Medical officers of the Board have been sent off—Dr. Thomson to the London Docks and approaches, Dr. Balguy to Southampton, and Dr. Keene to Bristol and Channel.

The fear of the plague at Hong and other Continental centres is leading to action verging on panic.

Lord Lister, president of the Royal Society, in a communication to the *British Medical Journal*, announced that he has the profound satisfaction of being able to state, on the authority of the India Office, that the Bombay Government intend to make use of the services of M. Yersin in the treatment of persons suffering from plague. M. Yersin is now on his way to the southern region to give a full trial to his method, and Lord Lister has least through another channel that before the middle of February the serum treatment will probably have begun in Bombay. Lord Lister adds that in M. Yersin's paper published in the *Annales de l'Institut Pasteur* for this month, describing his experiences with the anti-plague serum, the cases reported confirm in a remarkable manner the conclusion which the French numbers suggest, that as all epidemics and nearly as must occur, if the disease is really infectious, the cure was most rapid when the treatment could be commenced on the first day of the disease; speedily also, but less so, when it was begun on the second day, and so from day to day till the fifth. Four patients were treated at this very late period, and the only failures were in two of these. More of the serum was required in the more advanced cases. Equally striking was the manner of recovery. In none of the twelve cases in which treatment commenced within two days of the onset of the complaint did the patient survive, and in those of a later period in which matter did form the abscess closed rapidly after being opened, instead of healing tardily, as it does when recovery takes place without this treatment; and the patients, instead of having a lingering convalescence, were healthy men and women in a time which was always relatively short, and astonishingly so when the treatment had been commenced early. These details are so extraordinarily corroboratory that, small though the number of cases is, they carry conviction to my own mind.

Dr. Patrick Manson has suggested that, as the plague is a disease to which rats are peculiarly susceptible, measures should be taken for the destruction of these vermin in all the infested districts.—*Times News*.

THE PACIFIC CABLE MADE POSSIBLE.

INTERVIEW WITH PROFESSOR SYLVANUS THOMPSON.

It has been decided to run a submarine cable across the Pacific. Why not the average man will ask. It seems an easy and natural step after running cables across the Atlantic. And, as a matter of fact, the difficulty lies not so much in running the cable as in afterwards making it work. There is experience enough to run cables anywhere; but only a telegraph engineer knows the difficulty of sending messages over an insulated line of more than a certain length; and telegraph engineers, it should be added, are too conservative as a rule to depart from the established methods of dealing with that difficulty.

The question has, however, assumed an acute form in view of the recent decision mentioned above, and was dealt with the other evening by Sir Henry Mance (one of the foremost of old telegraphists) in his inaugural address as President of the Institution of Electrical Engineers. Sir Henry Mance let drop an allusion to a novel method of approaching the matter which, although an open secret to a few far-sighted people, has never been published, and has generally escaped attention. A representative of the *Pall Mall*, who was present, promptly sought out the inventor, Professor S. P. Thompson, F.R.S., and buttonholed him in a corner about the details of his system.

"You know," said Professor Thompson, "that in long submarine lines there is a retardation set up along the cable by reason of the insulating coating of gutta-percha, which becomes electrified by the passage of the current. This surface charge has the effect of delaying messages by preventing the current at the communicating end of the cable from reaching its destination, and again from rapidly dying out. The consequence of this is that whereas from 400 to 600 words a minute can be sent over a land line, the maximum speed on an Atlantic cable is somewhere about thirty-two words a minute. In early days it used to be eight or ten."

"You mean," before the alphon-recorder was invented?" "That and Lord Kelvin's 'current-sender' were undoubtedly the chief agents in improving the speed of transmission; but, although most ingenious in themselves, they were applied at the wrong part of the line. The retardation is due to the electrical capacity of the cable—that is, its property of retaining a static charge, and this is distributed, not at the ends, but all along the length of the cable, and the greater the length is, and the more perfect the insulation, the greater is this capacity and the retardation."

"How then do you propose to deal with the matter?" "Well, my scheme is a very simple one, and except for the fact that it has not occurred to any one else, I should say a very obvious one. If a well-insulated line has a high 'capacity,' a badly insulated line has a lower one. In other words, a leaky cable ought to give better signalling results than a sound one. In fact, this is actually the case. So much so that an improvement in the rate of signalling is often an indication to the operator that there is a fault on his line. Further, it is an old dodge, when messages are to be sent through from Spain to Africa via the Canary Islands, to make an artificial leak in the cable at the latter station by connecting the wire to earth. But you cannot do this on an Atlantic cable, because as soon as ever a leak appears the cable begins to corrode away. Consequently, my idea has been to provide a practical substitute for nature's leak without at the same time endangering the insulation of the cable."

THE RAPID CABLE.

"How do you manage this?" "In the first place by using the conductor. You know the construction of an ordinary submarine cable? It has a stranded copper conductor embedded in gutta-percha, surrounded by hemp wrappings, and finally protected by an armouring of iron wire. There is no return wire, the return being by means of the earth, the ocean, and the outside iron armour. My cable has two separate conductors, each perfectly insulated, and enclosed within the same armour. There is no difficulty about that, because cables are already in use with four such conductors (there is one between London and Dover), and the cost is nothing like double that of a single cable. At intervals of every 10 or 15 miles I introduce a 'leak' of every three or four conductors, the third being a wire of high resistance acting simply as a leak. One end of it is connected to the positive conductor, the other to the negative. In this way the static charge on the positive conductor simply neutralizes that on the negative, and by introducing a sufficient number of such leaks the retardation can be entirely got rid of."

"Does your system involve any new problems in cable making or laying?" "None whatever. Experienced cable manufacturers admit that the change would be perfectly simple, and that it would not involve any new difficulty as regards either the finding or repairing of faults."

"And what would be the gain in speed?" "An Atlantic cable with three stretches such as I have described would transmit signals four or five times as quickly as the best single-core cable yet laid, while it would transmit seven or eight times as quickly."

"And the cost you say would not be great?" "It would be less than double the cost of an ordinary single cable, and it would require only one laying. The cost would be a 'haggle' compared with the gain in signalling capacity."

"Would your system get over the Pacific difficulty?" "Certainly it would. The Pacific to a Pacific cable all along has been the 5,000-mile stretch from the Sandwich Islands northwards. Even if a very heavy copper conductor were used, experience shows that twelve words a minute is the utmost one could hope for from a single wire. On the other hand, by using a double-core conductor, with five interposed stretches of three-core cable, such as I have described, the rate of signalling might be expected to reach seventy or eighty words a minute. That is an important consideration, and one which must be faced in view of the utter inadequacy of the slow cables along the East and West Coast of Africa to convey even ordinary everyday traffic. Messages accumulate continually, and during the anxious time of the raid, you will remember, the lines were blocked for days. It would cost a million pounds to lay a single cable direct from London to the Cape and fifteen words a minute as many as it would give. Another 2,500,000 would enable it to give seventy-five words a minute, and the existing lines would be killed."

"Will your invention apply to long-distance telephony?" "I have made special modifications to enable it to do so. The impulses of telephonic speech are far more rapid than those used in telegraphy, but when the time comes it will be found that I have the developments ready for telephoning direct from London to Brussels or Berlin. I have been at work a good many years on this matter. I saw what was coming, and I have been over all the ground, I believe, that it is possible to cover. Yes, I have patents of course, and as I do not believe that there are any other satisfactory ways of overcoming the difficulty, I intend to wait and see what happens when the practical problem arises."—*Pall Mall Gazette*.

LATE TELEGRAMS.

LONDON, February 16th.

The *Times* correspondent at St. Petersburg states that the Russian warships and troops at the Black Sea ports are prepared for any contingency in the Turkish difficulty requiring warlike action on the part of Russia at Constantinople.

General Tewfik Pasha has been appointed Turkish Military Commander in Crete. It is reported at Brussels that a force of 1,300 Congolese, with six white officers, has arrived at Lado.

Germany has refused to negotiate regarding the future government for Crete, except on two conditions, namely, that there shall be no Greek annexation, and that Greece shall evacuate Crete.

The *Times*, in a strenuous leader on the lecture given by General Dakhwood at the United Service Institute on the general question in India, insists that the further indifference of Government to the matter will be a national crime.

Calcutta, 14th February.

The Punjab branch of the Indian Famine Fund makes a piteous report of the distress in their district, and estimate that eleven lakhs are absolutely required, although twice that amount could be easily spent in the relief of genuine distress. The losses of cattle are enormous, retarding future prosperity. The claims of other famine districts are as equally pressing.

February 17th.

A Government Order was issued last night compelling all pilgrims from infected localities. The recent decision to ship pilgrims from Diamond Harbour caused great excitement, and therefore the order now given has afforded widespread relief and gratification.

February 20th.

Famine fund-recent estimates point to it reaching at least a crore of rupees, but the full relief of the distress will require even more than this large amount. The number of persons on the relief works now exceed three millions.

ROYAL HONGKONG YACHT CLUB.

Sunday's race (the ninth) by yachts belonging to the above Club was sailed in a steady light breeze over the following course:—From the Police Pier, Kowloon, round a markstone off Chungshue, round the Channel Rocks (leaving both to starboard), and finish off the Police Pier; 14 miles.

The starters were:—

FIRST CLASS.

<i>Motor</i>Mr. T. W. Lammert
<i>Patric</i>Mr. Jas. McKie
<i>Maid Marian</i>Mr. J. Hastings
<i>Phyllis</i>Mr. R. M. May
<i>Erica</i>Mr. A. Denison
<i>Sybil</i>Officers, R. E.
<i>Chanticleer</i>Mr. C. A. Tomes

SECOND CLASS.

<i>Payne</i>Officers, R. E.
<i>Ladybird</i>Mr. E. T. Crist
<i>Sheila</i>Mr. E. M. Haselard

Chanticleer, *Sybil*, and *Erica* were under the lee of a large junk when the gun was fired, and the two former were unable for some time to get clear, but *Erica* just squeezed out into the wind to good time. *Motor* went down the middle of the harbour and when opposite the far end of Stonecutters had a lead of nearly a mile, the others sailing a more northerly course, but the wind in Chungshue Bay being stronger, she soon lost this advantage. *Phyllis* and *Erica* overhauled her at the Channel Rocks, *Erica* following at about one minute intervals, with *Ladybird* and *Payne* behind; *Sheila* following shortly after, but so far astern that she gave up.

In the heat up behind Stonecutters *Erica* soon went into first place and followed by *Phyllis* quickly left the rest far in the rear. *Maid Marian*, *Sybil*, and *Chanticleer* had a good race as far as Kowloon Point, when the skipper of the latter made a mistake and dropped quite out of the race.

Motor, which had gone outside Stonecutters, was about a mile astern when the others passed Kowloon Point, and gave up. A freshening breeze with a favourable tide brought the boats to Channel Rocks, which were rounded by *Erica* at 2.15, the 7 miles' heat being done in exactly two hours. In the heat up *Chanticleer* was passed both by *Phyllis* and *Ladybird*. The wind freshened on the run down to the finish, and all the boats closed up on the leaders, the line being crossed as follows:—

FIRST CLASS.

<i>Erica</i>H. M. S. points.
<i>Phyllis</i>2 57 51 10
<i>Maid Marian</i>3 5 45 4
<i>Sybil</i>3 10 45 1
<i>Chanticleer</i>3 13 17

SECOND CLASS.

<i>Ladybird</i>H. M. S. points.
<i>Payne</i>3 11 13 10
<i>Sheila</i>3 18 34 4

The marks gained by the boats up to date are:—

FIRST CLASS.

<i>Maid Marian</i>45
<i>Erica</i>39
<i>Sybil</i>32
<i>Phyllis</i>29
<i>Chanticleer</i>5
<i>Sheila</i>3

SECOND CLASS.

<i>Ladybird</i>26
<i>Payne</i>8
<i>Sheila</i>4
<i>Chanticleer</i>4
<i>Sheila</i>3

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undernoted subscriptions:—

Already acknowledged £48,117.53

Foreign Staff Kowloon Customs Extra subscription	25
J. H. Cox	25
United Service Lodge	25
A. Rodger	25
Choo Choo Bie	25
W. Taylor	25
J. H. Underwood	25
J. Sutherland	25
J. Dickie	25
Alex. Baln	25
C. L. R. Rouch	25
R. Adam	25
J. Rodger	25
T. Banks	25
D. Symington	25
A. Cameron	25
T. H. W. W. W.	25
S. H. Ashworth	25
D. McCrae	25
E. E. de Silva	25
J. G. de Remedios	25
Choo Loop Chee	25
X. P. R.	25

Total to date.....£48,207.53

Subscription Lists will be found in the various Banks, stores, and Clubs in the Colony.

NOT A N D A.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1895.

Barometer	30.059
Thermometer	61.0
Humidity	85
Rainfall	1.08 inches.

TO-DAY.

WEATHER REPORT.

On date at 10 a.m.	On date at 4 p.m.
Barometer	30.06
Thermometer	69
Humidity	91
Rainfall	75

Tuesday, 9th March, 1897.

Chinese.—7th of 2nd moon of 23rd year of Kuowong.

Jewish.—5th Adar, 5657.

Mohammedan.—5th Shawwal, 1318.

Sets.....6hr. 15min.

High water—Morning.....6hr. 5min.

Afternoon.....6hr. 15min.

Low water—Morning.....6hr. 5min.

Afternoon.....6hr. 15min.

ANNIVERSARIES.

1872—Attack on Messrs Farnham and Rohl at Shanghai.

1879—The *Adm. Capet* at Taku; 52 shells shivered.

1888—William I., first German Emperor, died.

TO-MORROW.

Wednesday, 10th March, 1897.

Chinese.—8th of 2nd moon of 23rd year of Kuowong.

Jewish.—6th Adar, 5657.

Mohammedan.—6th Shawwal, 1318.

Sets.....6hr. 15min.

High water—Morning.....6hr. 5min.

Afternoon.....6hr. 15min.

Low water—Morning.....6hr. 5min.

Afternoon.....6hr. 15min.

ANNIVERSARIES.

1839—Commissioner Lin arrived at Canton.

1842—The Chinese attacked the British post-horn at Ningbo and Changhai without success.

1863—H. R. H. the Prince of Wales married.

1890—Bolt explosion on the steamship *Gusto Mars*, between Otaru and Matsui, killing 100 persons.

1896—Earl Spencer inspected the Naval Yard, Torpedo Depot and Kowloon Docks.

MEMORANDA.

TO-MORROW.—10th March.

Noon.—Tacoma leaves for Victoria, B.C., and Tacoma, via usual ports of call.

THURSDAY.—11th March.

11 a.m.—English mail closes.

Noon.—*Rokko* sails for London.

2.30 p.m.—Auction of household furniture, &c., at Mr. J. Mitchell's residence, No. 1, Pokfulam Road, by Mr. G. P. Lammert.

FRIDAY.—12th March.

Indian mail due.

SATURDAY.—13th March.

The Transfer Books of the China Sugar Refining Co., Ltd., closed from this date to the 27th inst., inclusive.

The Transfer Books of the Luron Sugar Refining Co., Ltd., closed from this date to the 27th

Intimations.

It is **WASTE OF TIME**
for us to "put" our preparations, as every maker's goods are "the best" in
his own estimation.

PEACH-BLOSSOM SOAP
AND
CHAMPAGNE BITTERS,
are number ONE.

Proprietors, **WATKINS & CO.,**
Hongkong, 13th February, 1897.

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FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

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SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 3 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

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DUNLOP TYRE'S BICYCLES—PRICE—\$78.
A special reliable Watch made for this Climate.
Quality A.....\$16
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Nos. 54 & 56, Queen's Road Central.

Shipping.

STEAMERS.

FOR KOBE (DIRECT).
THE Steamship

"KIOTO MARU"
will be despatched for the above Port on or about the 12th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 3rd March, 1897.

FOR YOKOHAMA (DIRECT).
THE Steamship

"TAIWAN MARU"
will be despatched for the above Port on or about the 16th instant.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 3rd March, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"TSINAN,"
Captain Ramsay, will be despatched as above on TUESDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th March, 1897.

Shipping.

STEAMERS.

FOR SHANGHAI.
THE Steamship

"DAPHNE,"
Captain J. Samuelson, will be despatched for the above Port TO-MORROW, the 10th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 8th March, 1897.

"SHELL" LINE OF STEAMERS.
FOR HAVRE, LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKPING, GYDE, DANTIC and KONGSBORG, with transshipment in HAMBURG.)

THE Company's Steamship

"NERITE,"
Captain Daniel, will be despatched as above on WEDNESDAY, the 10th March.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 22nd February, 1897.

NOTICE TO SHIPPERS.
FOR NAGASAKI AND WLAFOSTOCK.
THE German Steamer

"HAINAN,"
Captain Cussen, will be ready to load here on or about WEDNESDAY, the 10th instant, for the above Ports, and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Hongkong, 6th March, 1897.

NIPPON YUSEN KAISHA.
TRANS-PACIFIC LINE.
MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,
VIA MOJI, KOBE AND YOKOHAMA.
(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"TENSHIN MARU,"
Captain F. J. Brown, will be despatched as above on THURSDAY, the 11th instant, at 4 P.M., instead of as previously advertised.
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 8th March, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on THURSDAY, the 11th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 5th March, 1897.

NIPPON YUSEN KAISHA.
HONGKONG-VLADIVOSTOCK LINE.

FOR VLADIVOSTOCK,
VIA SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN AND GENSAN.
THE Company's Steamship

"SENDAI MARU,"
Captain C. Olsen, will be despatched as above on FRIDAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 4th March, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHANG,
THE Company's Steamship

"FOOCHOW,"
Captain Blackburne, will be despatched as above on SATURDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th March, 1897.

FOR NEW YORK, VIA SUZ CANAL.
THE Steamship

"STRATHLEVEN,"
will sail on MONDAY, the 15th instant, instead of as previously advertised.
S.S. "MACDUFF," to sail about 22nd March, 1897.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th March, 1897.

SAILING VESSELS.
FOR SAN FRANCISCO.
THE 100 A1 British Ship

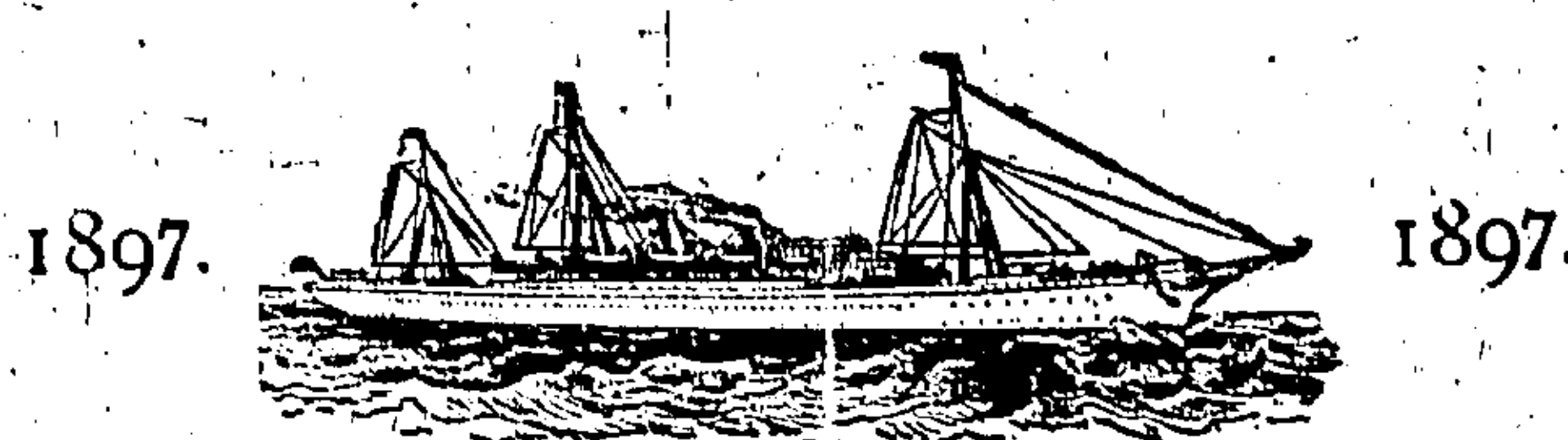
"FALLS OF DEE,"
Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 4th February, 1897.

FOR SAN FRANCISCO.
THE American Bark

"COLOMA,"
Noyes, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th February, 1897.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, while passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments are of the highest quality.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 17th February, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 13th March, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st April, at Noon.
Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd April, at Noon.

THE Company's Steamship

"GAELIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 13th March, 1897, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China, and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 7 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Pender's Central.

J. S. VAN BUREN, Agent.
Hongkong, 24th February, 1897.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRINCIPAL CENTRAL HONGKONG
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAMLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH WHISKY,
&c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 10th May, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Sole Agents,
Hongkong, 9th March, 1897.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Service.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma..... \$349 | Wednesday | Mar. 10.
Victoria..... \$367 | Tuesday | Mar. 23.
Olympia..... \$368 | Tuesday | April 13.
Everett..... \$361 | Tuesday | May 4.

THE Steamship

"TACOMA,"
Captain T. A. Whitely, R.N.R., sailing at Noon on WEDNESDAY, the 10th March, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 6th March, 1897.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"ROHILLA,"
Captain F. J. Cole, calling at Her Majesty's Mails, will be despatched from this Port on THURSDAY, the 11th March, at Noon, taking Passengers and Cargo for the above Ports. This Steamer also connects at Bombay with the S.S. India leaving that Port on the 3rd April for London.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 25th February, 1897.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAMP, PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen..... | Tuesday | 30th March.
Bayern..... | Tuesday | 17th April.
Prinz Heinrich..... | Tuesday | 25th May.

ON TUESDAY, the 24th day of March, 1897, at 4 P.M. the Company's Steamship "SACHSEN" Captain E. Sponner, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th March. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 29th March, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Six Inches in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd March, 1897.

Printed and Published by CHENEY DUNCAN at No. 4, Pender's Hill, in the City of Victoria, Hongkong.